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THURSDAY, MARCH 18, 1909.

四月廿八日

香港三月八日

\$10 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUND \$15,000,000

Starting \$1,000,000 at 2%—\$15,000,000

Silver \$14,500,000

RESERVE LIABILITY OF PROP. & \$15,000,000

COURT OF DIRECTORS:

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Manager:

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LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 3 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4% per cent. per annum.

For 6 months, 5% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd February, 1909. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000

ABOUT MRK \$7,222,512

RESERVE FUND GOLD \$3,250,000

ABOUT MRK \$7,222,512

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDREDLE HOUSE, E.C.

LONDON BANKERS:

BOAT OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, including Money in Current Account at the rate of 3% per cent. on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6% " 4% " "

3% " 3% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,800,000

RESERVE FUND £1,525,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 3 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.

6% " 4% " "

3% " 3% " "

WM. DICKSON,

Manager.

Hongkong, 1st March, 1909. [21]

NEEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L.3,750,000).

RESERVE FUND FL. 5,752,884.54

(about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Uabarison,

Tegal, Pecalongan, Pasarosan, Tjilatjap,

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Madras, Pondicherry, Calcutta, Bangkok,

Saigon, Haiphong, Hanoi, Amor,

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LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED

On Current Accounts 3% per cent. on daily balances.

Fixed Deposits 12 months 4% per annum.

Do 6% " 4% " "

Do 3% " 3% " "

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July, 1908. [19]

Banks.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 14,000,000

RESERVE FUND Yen 15,100,000

RESERVE LIABILITY OF PROP. & Yen 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO, CHEFOO, TIENSIN.

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HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum on the daily balance.

On fixed deposits—

For 12 months 4% per annum.

6% " 4% " "

3% " 3% " "

TAKAO TAKAMICHI,

Manager.

Hongkong, 12th September, 1908. [21]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [21]

HONGKONG SAVINGS BANK.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.—St. 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,

Kobe, Peking, Singapore, Tientsin,

Tokio, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Kongl. S. S. Seebandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

B. Bleichroeder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warthaer & Co.

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LONDON BANKERS:

MEHTA, N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received, on terms which may be obtained on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [21]

INTIMATIONS.

THE SAVOY.

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L.3,750,000).

RESERVE FUND FL. 5,752,884.54

(about £479,407).

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" Capt. Rud. Meyer	WEDNESDAY, 24th March, Noon
MANILA, YAP, NEuguinea, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WILHELM" Capt. Iseki	THURSDAY, 25th March, 5 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEDEN" Capt. B. Wilhelm	Friday THURSDAY, 25th March.
RUDAT and SANDAKAN	"BORNED" Capt. F. Sembill	Beginning of April.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th March, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA ERNEST SIMONS ...Girard, 19th March, P.M.
MARSEILLES, VIA PORTS NERA ...Martin, 30th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA TONKIN ...Charbonnel, 25th April, P.M.
MARSEILLES, VIA PORTS CALEDONIEN ...Bruus, 13th April, at 1 P.M.
Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS,

Hongkong, 13th March, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU" 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf, near Wing Lok Street and its berth in Canton, opposite Shamian.

For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents.

BARRETO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.WILL test your eyes free of charge, and if they are wrong will put them right.
Lessons Given. All kinds of Optical Spectacles for all requirements.
Also, write for Illustrated Booklet on "Defective Sight" — free.
LONDON, 13, Bedford Row, W.C. GAGUILLAR, SHANGHAI.
1, John Street, Bedford Row, W.C. 13, Bentinck Street, 166, Nanjing Road.
Kowloon, 18 March, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Capital and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. L. and Watkins.

Yokohama, May 13th, 1905.

PHILATELIC NOVELTY
suitable for
PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for 34.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
700 " 2.00	1,000 " 1.50
300 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPS, MANILA CIGARS AND CIGARETTES, &c., &c.

Inspection invited.

GRACA & CO., No. 37, Des Vaux Road.

HONGKONG ICE COMPANY, LIMITED

IT is hereby notified that on and after this date, the selling price of ice, will be reduced to HALF A CENT per pound.

JARDINE, MATHESON & CO., LTD., General Managers,

HONGKONG ICE COMPANY, LIMITED

Hongkong, 11th March, 1905. [252]

SENT TO THE UNITED STATES.

The two countries which export almost all of their products to the United States are Russia and Turkey. In Russia licorice is cultivated in the villages of the Koura, on the right and left of the railroad, in the Government of Elisabethpol and Baku.

In 1885 licorice was for the first time cultivated industrially in the region of the Caucasus and on the shores of the Caspian Sea. A factory for drying and pressing the root was established near Liaki, on the Transcaspian railroad. Other factories have since been established. It is estimated that more than 6,000,000 pounds (2,720,000 kilos) of licorice root is manipulated yearly. Almost the whole of the produce is destined for the United States and England.

In Asiatic Turkey licorice root is found in sandy and damp places, more especially on lands near rivers. It is dug by the peasants from depths of 25 to 50 centimetres (9.8 to 19.7 inches), and sold on the spot for from three to ten centimes the kilo (27.10 to 28 miles per pound).

The licorice produced in the province of Aidia is the best in the world. It was first discovered in 1885 by an Italian, who, in company with an Englishman, began the business of collecting and exporting it to the United States.

The ground where this plant grows is rented each year by the merchants who deal in this article. Upon payment of the rent the tenants have the right to dig and export the root during the interval between September and May. The digging and transporting of the root is given by contract to the peasants, or they work by the day for the tenant. According to the temperature and the season, a labourer can dig from 35 to 70 kilos (77 lb to 154 lb) a day.

The rent of the ground varies from 40 centimes to a franc per decum (34 to 85 cents per acre per year). It is estimated that merchants pay about 160,000 francs per annum for this purpose; that the number of labourers is 14,000; that these 14,000 labourers receive 14,000 francs; that the tithes paid to the Ottoman Government are 120,000 francs for the root and 11,500 francs for the paste. This makes a total expenditure of 1,397,500 francs, exclusive of general and sundry expenses borne by the merchants and the expenses for transportation to the port of Smyrna.

WAGES OF LABOURERS.

The wages of women in the different parts of Asiatic Turkey vary from 50 to 75 centimes per day of 10 hours. In certain distant regions of the province of Adina, and even in the Lebanon, it is only 35 to 50 centimes per day. The skilled labourers who weave the fine rugs of Smyrna and Oushak receive 1 to 1½ francs per day. As to wages of men, they vary greatly according to circumstances, whether the labourer is a native or European, according to his age and according to the difficulty or the specialty of the work. A day labourer receives 1.2 to 1.5 francs per day, and even as much as 2 francs in cities like Beirut and Smyrna. Agricultural wages increase as one nears the larger centres. A labourer with his oxen is paid from 2 to 4 francs per day. European workmen who dig licorice root may be had for 1 to 1½ francs per day.

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American navigation in Turkish waters is practically nil. Ottoman products are transported to the United States by foreign sailing vessels or steamers. Within the last 20 years only American sailing vessels have visited Syria and Palestine.

It is difficult to fix exactly the amount of freight rates, which only vary according to the needs and fluctuations of offer and demand, but for licorice root the charge to the United States varies from 20 francs to 30 francs (16 to 24 cents per kilo).

In transmitting the foregoing report, Consul General Ozman states that the chief use of Turkish licorice is in the plug tobacco.

Efforts to grow licorice in the United States

thus far have failed.

LICORICE.

WHERE IT IS GROWN.

SOME LITTLE KNOWN INFORMATION.

The United States Consul-General at Constantinople (Mr. E. H. Ozman) has sent to Washington the following translation of a report on the licorice growing industry in Turkey prepared at his request by Karmik Manoukian.

Licorice (in Turkish "milyan keku") is of the family of papillomaceae (butterfly-shaped) leguminous plant. The botanical definition given for the plant found in Lebanon, Anti-Lebanon, Asia Minor, and Caucasus is "Lycyphis glabra L." The official name, a shrub of one and a half metres (five feet) maximum height, grows spontaneously in Southern Europe, the fruit of which contains three or four seeds, and the root long and running, is cylindrical and smooth, brown outwardly and yellow internally. Erect licorice, which attains a height of two metres (6 ft), has a root containing only two seeds; it is tap-rooted and the root is not so sweet as that of the other kind, but it is used for the same purposes.

The gummy and sugary element in licorice "glycerine," and is used in commerce either as a dry root or as an extract or juice, solidified into sticks of 50 to 100 grains (3.17 to 5.53 oz).

It is considered emollient and pectoral. The better kind of prepared licorice has a brilliant black colour, is incompletely soluble in water, and gives a transparent solution. The pure article, mixed with starch, selenite, or other substances less injurious, is usually of a brownish tint, breaking in a granular shape, and furnishes an unsatisfactory solution.

The licorice plant has been cultivated according to precedence of date in Spain, Italy, Greece, the Ottoman Empire, Russia, China, Turkistan, and Persia.

The yearly production of dry licorice in tons of about 1,000 kilos (2,204 lb) is as follows:

Spain, 1,120 tons; Italy, 4,480 tons; Greece, 2,240 tons; Ottoman Empire, 33,630 tons; Russia, 22,400 tons; China, 560 tons; Persia and Turkistan, 280 tons. Total, 64,680 tons.

SENT TO THE UNITED STATES.

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Upon payment of the rent the tenants have the right to dig and export the root during the interval between September and May.

The digging and transporting of the root is given by contract to the peasants, or they work by the day for the tenant. According to the temperature and the season, a labourer can dig from 35 to 70 kilos (77 lb to 154 lb) a day.

The rent of the ground varies from 40 centimes to a franc per decum (34 to 85 cents per acre per year).

It is estimated that merchants pay about 160,000 francs per annum for this purpose; that the number of labourers is 14,000; that these 14,000 labourers receive 14,000 francs; that the tithes paid to the Ottoman Government are 120,000 francs for the root and 11,500 francs for the paste. This makes a total expenditure of 1,397,500 francs, exclusive of general and sundry expenses borne by the merchants and the expenses for transportation to the port of Smyrna.

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Intimation.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$8.50 per Cask
at Factory.In Bags of 250 lbs. net \$8.50 per Bag
at Factory.

SHERWAN TOME & CO., General Managers,

Hongkong, 15th August, 1909.

ZAPOTECOS INDIANS.

A MODEL RACE.

CLEANEST PERSONS IN MEXICO.

The Zapotecos are a tribe of Indians constituting the great part of the population of the southern portion of the Isthmus of Tehuantepec, Mexico, and most of them live in or near the city of Tehuantepec, on the river of the same name, a short distance from Salina Cruz, Pacific port of the Tehuantepec Railway. They are incomparably superior to the natives of other portions of the isthmus, and their sobriety, cleanliness, and personal beauty are unsurpassed in Mexico. They remain to-day almost pure aborigines, and, most of their advancement has been wrought out by themselves since the time of the conquest.

One can hardly realize (says a correspondent of the New York Herald) that they are Indians, because their clean, sober, peaceful, industrious, and progressive habit are hardly what one expects to find in an Indian.

The city of Tehuantepec was a place of considerable importance before the advent of the Spaniard, and ever since then has been the most important town on the isthmus. Except for small revolutionary movements it was almost undisturbed until the prospector of '99 found the isthmus an easy way to the mines of California. Then the road from Coatzacoalcos to Salina Cruz was crowded by the eager procession, and the commerce of the town reached its height.

Before the railroads were built, Tehuantepec, with its many large importing houses, was the centre of all the trade of the district. Immense cargoes were sent directly here to be distributed, and contraband goods found their way from Guatemala to be passed on through Mexico. It was not unusual to see a train of a hundred ox carts arrive with goods for one house.

FEATURES OF THIS CITY.

With improved transportation, the prestige of the city as a commercial centre was lost, and now the business done is only a local one, and even the plantations ship and are supplied directly by the railroads.

Like most Mexican cities, Tehuantepec has a plaza or park in the centre, around which are placed the public buildings. They are constructed of brick or mud, and are covered with the roofs, which extend to the walk in front, being supported by large pillars. As one sits under the tropical foliage in the plaza he sees the large and well proportioned municipal palace on one side and the famous market on another.

Here under the broad, low, tile roof is to be seen a motley group of women of all ages, sizes, and stations of life. The marketing business may be said to be controlled by the weaker sex, who throng the building from earliest dawn till twilight, though most of the trading is done before the heat of the day.

The motley crowd of buyers wanders about making close bargains with the interesting women vendors. No one seems to be disturbed by the dogs, hogs, and donkeys, whose barks, grunts, and brays may be heard across the plaza. Fruit and vegetables carried in from some near-by farm on the heads of pretty girls are attractively arranged on large banana leaves; dried and fresh fish are piled on the tile floor; beans, corn, chiles, and eggs are spread on clean cloths; in gaily painted gourds one sees rich preserves or cakes. Here one sees a girl selling cheese and lumps of unrefined sugar, there an old woman with a wonderful array of flowers which can be purchased for a few pennies.

At one end of the place are little stands where small pieces of meat are hacked and torn to the size desired by the purchaser. In a corner one finds quite a choice of sweets, in another a good supply of pottery; elsewhere are tobacco, baskets, gourds, cooked foods, and an almost endless store of the various necessities of life. Outside are stands where one may quench his thirst with the freshly extracted juice of the pineapple, lime, or tamarind, and on feast days there is ice, which is called snow by the natives.

WOMEN ARE ESTIMABLE.

The Tehuantepec women are noted throughout the Republic for their beauty, cleanliness, amiability, and their devotion to their homes. They are copper-coloured, with smooth, coarse black hair, small eyes, aquiline features, thick lips, white teeth, and the face is characterized by a gentle, pleasant expression. They are rather short, well proportioned, and possess a natural grace of carriage, probably because of their habit of bearing loads on their heads. A girl can carry a table as easily as a water pitcher in this way, balancing the clumsiest object with no apparent effort. Besides being the housekeepers, they weave cloth, mats, baskets, and hammocks, manage trade, and usually handle the family purse. They possess remarkable energy for people living in so warm a climate, and are shrewder, brighter, and more intelligent than the men, whose position seems to be inferior.

The native woman's costume consists of skirt, waist, and head-dress of a peculiar style. When attending church the face is placed in, an oval lace frame of the head-dress, the remainder dropping over the shoulders and the lower border flaring out with stiff lace. On the street the broad lower border is placed over the head, and the upper portion falls over the back, producing an effect not unlike the feather decoration of the Northern Indian. On festive occasions the stiff oval lace frame is placed about the neck, with the soft lace and ribbons falling from it.

At the home or at the market she wears only the sleeveless embroidered waist and a figure skirt, the lower portion of which is white. Even the small girls wear this costume, and it is a proud day for the little one who passes from the commonplace white skirt of childhood to the dignity of the woman's costume.

Pretty chains of hammered gold with American coins attached are worn about the neck.

Portuguese, 1st April, 1909.

The wealthier women have many colors, making the chains very heavy as well as valuable. Shoes are never used, as most people are barefooted and the better class wears sandals more comfortable.

It is truly said that the Zapotecos is the cleanest person in Mexico and one need only to walk to the river which flows by the city of Tehuantepec to see what cleanly habits he possesses. There one sees, for several miles, hundreds of people of all ages bathing in the shallow stream. Early morning is the favorite time for bathing, and whole families go down to wash before breakfast. The small children run about and play in nature's garb, much as they do on shore.

EVEN WASH PIGS.

After the family washing has been completed the horses and dogs are led in to be cleaned and washed. Occasionally a youth is so desirous of having everything cleaned that he will drive his pigs to the water and scour them.

Bathing is not only a clean habit, but a pastime as well. A friend may invite another to bathe as about as one would treat another up north, and it is not uncommon for a person to bathe several times a day.

Clothing is usually kept immaculate, and the white garments worn by the men are seldom dirty. The Zapotecos have also carried the spotless habit to the home and store, where everything is kept neater and more orderly than one finds elsewhere.

These gentle, orderly Indians might well serve as models for the white further north. They live a quiet, peaceful life, enjoying the simplest diversions. Their clean, temperate habits produce the health, happiness and longevity which characterize them. Quarrels are rare and murder is unknown. They are kind and considerate to their animals, and the burro or ox which serves the Zapotecos is treated as a pet. Bull and cock fights are not held, because public opinion is against cruelty in any form. Music is thoroughly enjoyed, and the contritors of the local band would do credit to any city.

TO LET.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Sherwan, Toms & Co.). Rents low.

Apply to—
THE COMPRODOR DEPARTMENT,
E. D. SASSOON & CO.,
Queen's Road Central,
Hongkong, 24th February, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG
ROAD.

Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West,
Hongkong, 9th March, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—
THE HONGKONG LAND-INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st March, 1909.

TO LET.

TWO AIRY ROOMS in a house on
BRILLIANT TERRACE, first row, entrance
from Robinson Road. Moderate Rental. For
particulars, apply to—

"HOUSEHOLDER,"
C/o Hongkong Telegraph,
Hongkong, 5th March, 1909.

TO LET.

THE HONGKONG LAND-INVESTMENT & AGENCY CO., LTD.,
Hongkong, 27th February, 1909.

TO LET.

THE BANK LINE, LIMITED.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION.

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend.

It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavor. No slow or doubtful action. "I cannot disappoint you. Sold by all the chemists.

FABST BREWING COMPANY, MILWAUKEE.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Sherwan, Toms & Co.). Rents low.

Apply to—
THE FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & CO., Agents for
HONGKONG & SOUTH CHINA,
Hongkong, 16th July, 1909.

FABST BREWING COMPANY, MILWAUKEE.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Sherwan, Toms & Co.). Rents low.

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Hongkong, 16th July, 1909

Intimation.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
Gallon 2.00

A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY

AND
KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

128

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY 80 per annum.
WEEKLY \$15 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 18, 1909.

LONDON'S HOMELESS.

How the extremely poor live—or rather exist, for it cannot be called living—occupies a position of some prominence in the reports presented to the London County Council last month. The Public Health Committee gives the result of a census of homeless persons taken on the night of Friday, 15 Jan. last. An appended table shows the number found destitute that night in the streets, on stair-cases, or under arches, with comparative figures for previous years. In January, 1909, the number of men was 1,895 (including 1,329 in shelters), of women 170, and of children 23—2,088 in all. In 1907 the total was 2,404; in 1905, 2,181; and in 1904, 1,797. In explanation of these figures the committee point out that in 1904 the area covered by the council's officers who made the examination was somewhat smaller than that included in recent years, and it is estimated that the number of homeless persons on that occasion might have been 3,000. Some explanation of special conditions existing at the present time which affect the figures for 1909 are given. "At the time of the census in 1905 the Salvation Army had instituted a system of feeding the homeless at night, at two of their shelters. In 1909 this distribution of food was still being carried on, though the applicants were fed on the Embank-

ment instead of at the shelters. "This year, however, the new method was tried of collecting homeless persons at certain Salvation Army shelters, and providing them between the hours of 12.30 and 3.30 a.m. with food and shelter, but with no sleeping accommodation. "The Church Army, moreover, in connection with the King's Tents scheme, where lodgers received food and a ticket for a bed in a common lodging-house in return for work at wood-chopping had leased a building where the applicants for work were allowed to rest before performing their task. Admission in each case was by means of tickets distributed up to midnight on the Embankment. "The Salvation Army and the Church Army thus provided shelter for 1,184 homeless persons on the night of 15 Jan. last, and other institutions accounted for 145 persons. If to this number the 759 found in the streets be added, the total of those homeless would be 2,088, a number comparable with figures for previous years. "It must be remembered, however," add the committee, "that several institutions provide beds free of charge and the inmates could be classed as homeless; but the 2,088 persons here referred to had no bed on the night in question, and were dependent upon charity for food and shelter." A census was also taken of the common lodging-house population on the same night, and 21,864 persons slept in such houses, the available accommodation being for 28,836. The evidence obtained goes to show, the committee mention, that there has been in recent years some diminution in the total number of homeless persons and persons of the common lodging-house class; that there is vacant accommodation for all the homeless at a trifling cost; and that for a limited number free accommodation and food are procurable. It may be mentioned that on 15 Jan., 1909, there was in casual wards vacant accommodation for 240 men and 378 women and children.

LOCAL AND GENERAL

The French mail of the 16th February was delivered in London on the 17th inst.

The P. and O. Co.'s steamer *Mongolia*, which left London on 12th ult., took the following specie for Shanghai (bar silver): £10,020.

The High Commissioners for the delimitation of the Portuguese territory in Southern China will be Yu-Nan and General Joaquim Machado. They will meet at Hongkong.

CIVIL Service Commission give notice applications for the next examination for Eastern Cadetships (22-24) must be made by July 1. They must be made on forms to be obtained, with particulars, from the Secretary, Civil Service Commission, Burlington-gardens, London, W.

THE British North Borneo Company states that a sample of the five tons of cuprous pyrites which recently arrived in England from Borneo, and which on assay averaged 31 per cent. of copper and 45 per cent. of sulphur, can be seen at the museum attached to the company's offices.

THE Admiralty announce the appointment of Captain F. C. Laramont to the *Merlin*, additional, to date Feb. 13, and to the *Merlin* on recommissioning undated. Also that of Surgeon E. Wilkinson, M.B., to the *Merlin*, additional, to date March 1, and on recommissioning undated.

THE *Gazette* announces that the King has been pleased to grant to the following gentlemen his Royal licence and authority to accept and wear the decorations mentioned, conferred on them by the late Emperor of China in recognition of valuable services rendered by them:—Mr. Paul Henry King, of the Imperial Chinese Maritime Customs, the Second Class of the Second Division, Mr. James Russell Brixton, the Third Class of the Second Division, and Mr. Leslie Sanderson, of the Imperial Chinese Maritime Customs, the Second Class of the Third Division of the Imperial Chinese Order of the Double Dragon.

THE Vladivostok correspondent of the *Japan Advertiser* states that it is intended to build a new station for Vladivostok, as the present building is entirely inadequate to cope with the volume of traffic. Detailed plans and specifications are being examined at the offices of the Chinese Eastern Railway. Tender will be received up to March 13, new style. Trade in Russian products has been opened in the Mongolian towns of Tsoumfo, Iogususab, and Dadaitin, which were established three or four years ago in connection with a Chinese scheme of colonization. The bulk of these goods is sent from Harbin. By way of experiment, the trade is being temporarily guaranteed by the local Chinese merchants. At the outset business has proved very successful, and the local inhabitants for the first time in their lives see Russian goods in their market, and display keen interest in them. A group of Harbin citizens has submitted a novel petition to the Chinese Eastern Railway Co., viz., for the abolition of Harbin municipal autonomy, on the ground that since the institution of the same, taxation has enormously increased, and that the municipal authorities, in the imposition of taxes, entirely disregard the taxable capacity of the people and the contemporary state of trade.

A correspondent in Hsien-yen vouches for the accuracy of the following incident: "A well-to-do Chinese had the misfortune to swallow the gold filling of his newly-stopped teeth, and was considerably alarmed, as he was convinced that the gold would poison him. One of China's new scholars informed him that sulphur and dissolved gold and recommended to take a hand in the preparation of a memorial tablet. The tablet was made, and the gold filling was recovered. We shall be delighted to hear that something is being done by such a general."

It is not stated whether the scholar attended

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 17th March.

On the 16th instant, a general meeting of shareholders in the Canton-Hankow Railway Company was held, when there were present about five hundred people, among whom were Wong Ping-Pui, Taotai of Constabulary, Chan

Mong Tsang, Prefect for the Development of Native Industries, the Prefect of Kwangchow, and the two District Magistrates of Nanchang and Panyu.

The sole object of the meeting

was to discuss matters in connection with the recent appointment of Taotai Wong

Ping-Yun as Director-General of the Railway

by H.E. Chang Chih-Tung, together with

the instructions that the newly-appointed

official has received to carry out with respect to

the examination of the accounts of the Company

and a complete set of the records of the

Company to be made out as duplicates to be

kept by the new Director-General for his

reference. Various telegrams received by the

Company from shareholders in various places

were read out and made known to the general

public. In these telegraphic advices the

senders were all of the opinion to protest

against the appointment of Taotai Wong as

Director-General, and to urge what steps be taken

in order to have the appointment of this official

cancelled. After considerable discussion, it was

agreed to adopt the suggestion of Kwok

To-San, who pointed out to those present that

in the telegram from H.E. Chang Chih-Tung, it

was clearly stated that the newly-appointed

Director-General would not in any way, interfere

with the working and management of the

Company and that he was only empowered to

examine the accounts of the Company. The

speaker declared that there should be no objection

on the part of the shareholders to the

accounts being examined by Taotai Wong

Ping-Yun as directed by H.E. Chang.

The majority of those present were in favour of the

suggestion and the meeting ended.

It is satisfactory to state that no disturbance whatever

occurred on this occasion as on previous

meetings.

CHINESE SCHOOLS IN AMERICA.

Mr. Leung-Siu-Shan, who was deputed by

the Ministry of Education last year to proceed

to America with instructions to open Chinese

schools for the training of Chinese youth re

siding in the United States, has now returned

to China by the steamer *Mongolia*, and arrived

here yesterday. It is reported that Mr. Leung

has successfully opened a number of Chinese

schools in various places in the United States

for Chinese boys residing there for instruction

in their national language.

MELEE IN A THEATRE.

At 6 o'clock yesterday afternoon, a number

of rowdies forcibly entered the Honan Theatre

without paying, to which the gatekeepers object

ed. The rowdies attacked the gatekeepers and a

free fight followed. The situation seemed

dangerous as the rowdies were in possession of

knives, axes, and other weapons in anticipation

of resistance from the gatekeepers before entering

the theatre. The Police were summoned to re

store order, but the fighters could not be separated

until twenty-three persons were wounded. Of

this number, three who sustained fatal wounds

were reported to have expired this morning,

while the rest are now under medical treatment

by the members of the Honan Red Cross

Society.

CANTON TARTAR GENERAL.

A telegram has been received by the Canton

officials from Peking advising that the newly

appointed Canton Tartar General Tsang Chi

left Peking by train on the 13th day of this

month for Hankow en route to Canton. He is

expected to arrive here about the beginning

of the end of the month.

AMERICAN MONEY FOR
CHINESE EDUCATION.

PROFESSOR BURTON IN HANKOW.

Professor Ernest D. Burton of the University

of Chicago passed through Hankow last Friday

en route to Peking, accompanied by his secre

tary, Mr. H. S. Reed, and a Chinese student

Mr. Wang. On returning from Peking, Prof.

Burton will be joined by Prof. T. C. Chamber

lain, and the party will then visit Chengtu in

Western China, travelling overland from Wan

Hsien.

Prof. Burton and Prof. Chamberlain are the

two Commissioners sent out by the University

of Chicago to investigate educational condi

tions in the East, giving special attention to

China. It is rumoured that some of Mr. John

D. Rockefeller's money is behind this investiga

tion and that the millions often referred

to as being available for education in China

will be used in accordance with the suggestion

of the Chinese Education Commission.

The Chinese Education Commission

will be in session in Peking in April.

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Telegrams.

"HONGKONG TELEGRAPH"

SERVICE.

SHANGHAI MUNICIPAL COUNCIL.

THE RATEPAYERS' MEETING.

[From Our Own Correspondent.]

Shanghai, 18th March,
4:35 p.m.

The annual meeting of the ratepayers has been adjourned until Friday, while debating on the question of culverting the Yangtze River.

SHANGHAI SETTLEMENT EXTENSION.

WAIWUPU'S PROTEST.

[By courtesy of the "Sheung Po".]

Peking, 17th March.

The Ministry of Foreign Affairs has again been exchanging communications with Sir John Jordan, the British Minister in Peking, lodging strong protests against the extension of the Settlement in Shanghai.

GERMAN LEGATION GUARDS.

THEIR WITHDRAWAL.

[By courtesy of the "Sheung Po".]

Peking, 17th March.

The German Legation Guards having been withdrawn, the president of the Waiwupu called on the German Minister in Peking to return thanks on behalf of the Chinese Government.

THE PRINCE REGENT.

THIRSTS FOR KNOWLEDGE.

[By courtesy of the "Sheung Po".]

Peking, 17th March.

The Prince Regent greatly regrets that he has not completed his studies in the Nobles' College.

His Royal Highness has given instructions for the professorial staff of the College to forward to him daily the texts of the subjects taught so that he may continue to pursue his studies by himself.

THE DALAI-LAMA.

VISIT TO RUSSIA CONTEMPLATED.

[By courtesy of the "Sheung Po".]

Peking, 17th March.

In consequence of the report received from the High Commissioner of Kansu that it was the intention of the Dalai Lama to proceed on a visit to Russia, the Prince Regent has telegraphed to the Buddhist Pontiff dissuading him from carrying out the contemplated visit and directing him to return to Tibet without further delay.

OPIUM.

FROM A CHINESE STANDPOINT.

(Mister E. for China Express)

Maa—Lil' tim go my come Shanghai-side 'oard that clarge steamer. My make help, that Cheena steedore. Truly my so can takee ploppa Ingle—o'ry that pidgia-Inglis fashion, so plaps you no savvy my takee. Dock-side any man say jus' now have got plinty bobbly Shanghai that Ope pidgia—illa man wanches kuhsee—no more smoke—no more eat. Truly my no save good fashion. 'Opium b'long illa same wif. Little good, too inchee, foos pidgia. Long illa before my stop Ichang side that Ta-kiang libber—do walkin' pidgia long that juck. Welly hard work—an' plenty bobbly long that jop. "All that junk b'long man smoke Ope—morning illa litter—awping lim after you go more. Mus' wanches three lim chow-chow—welly hungry—on'y mus' wanches two lim Ope. Suppose no have got, no can do work. My never sick—every day illa same. No wanches sunshu—on'y little Ope. Some man talked Peking. Mandala wanches kuhsee long that Ope. E-yal how can do fashion? Irids Cheena plenty Ope. My text man Wong, Li-Hong-Chang glow too mether Honan side, an' my savvy plenty that Ichang Mandala smoke Ope. B'long old curvum—some man illes—some man more. Suppose a day man smoke too muches, he large foos. My savvy England-side no b'long custom smoke in t' Ope. Cheena-side one fashion. England-side—another fashion. Can do. On'y plenty lim, my walkie 'long that Latcliff highway, see too muches samshu shop. Plenty man, plenty pifces—plenty chilo go inside—plenty man come outside—not b'long, welly b'long. What for you England-side no flobes that sunshu? Cheena-side, suppose any man smoke too muches Ope, he lie down. Man sleep by am bye take little course water—then begin pidgia. He no can walkes outside makes bobbly—he no can beat his wife—so b'long custom to fashion. Truly my tikes Ope. Open Cheena side, more better be stop England side—first finishes sunshu. Cheena-side takes clever mind, some time very stupid, suppose man wanches save his face. My tikes England side in's now b'long to fashion. Calm-Chin.

ANSWER

A TYPHOON ECHO.

"VANDALIA" "CRANLEY" COLLISION.

In the Probate, Divorce, and Admiralty Division before Mr. Justice Bagnave Deane, sitting with two of the Elder Brethren of the Trinity House, the above case was brought by the Hamburg-American line, owners of the steamship *Vandalia*, against the owners of the steamship *Cranley* and her freight, to recover the amount of the damage sustained by reason of a collision between the two vessels in Kowloon Bay, Hongkong, shortly after midnight on July 28, 1908.According to the statement of claim, the *Vandalia*, a screw steamship of 4,230 gross tons register, loaded with cargo, was lying in Kowloon Bay in a good berth with both anchors out, and with steam up, heading in a north-east direction. The wind was about north-east, force about 10; the weather was rainy, with lightning, and the current was setting slightly west. A special watch was being kept, as owing to repeated signals from the various Government stations, and owing to the indication of the weather, ships had been thoroughly well warned that a typhoon was approaching, and the wind had begun to blow as the night came on. Her reporting anchor lights were duly exhibited. In these circumstances those on board the *Vandalia* observed the steamship *Cranley* driving down close up to them. The *Vandalia*'s engines were put astern, and the helm was put hard a-port in order if possible to keep clear of the *Cranley* as she drove down, but the *Cranley*, when bad no steam up, still drove on without doing anything as far as could be seen, and after fouling the anchor chain of the *Vandalia* she struck the stem and port bow of the *Vandalia* with her starboard fore port, and afterwards struck the *Vandalia* along her port side, doing great damage. According to the defence, the *Cranley*, a steel screw steamship of 4,614 gross tons register, manned by a crew of 42 hands, in consequence of signals being hoisted aforesaid for an approaching typhoon, had on the afternoon of the previous day, for greater safety left the wharf at which she lay under repair and had taken up a good berth in the anchorage ground whilst it was daylight, and was riding to both anchors lying head to wind. The weather was overcast and very dark, a typhoon prevailing with squalls of blinding rain and spray, and the wind was blowing with hurricane force from the north-easterly direction. The regular oil anchor lights were burning brightly, and all hands were on deck from the time the storm commenced and keeping as good a lookout as was possible. In these circumstances those on board the *Cranley* observed, close to on their starboard side and a little abaft the fore rigging, a dark object which proved to be the *Vandalia*, and directly afterwards the *Vandalia*, which was apparently under way, came on, and with her stem struck the starboard side of the *Cranley* just abaft the fore rigging, heavy blow. The *Vandalia* then fell alongside the *Cranley*, and, working her engines, drew partly ahead, striking the *Cranley* several further blows, and remaining in the same position for some time ranging heavily against the starboard side of the *Cranley*, which sustained serious damage, and was caused to drag her anchors. The defendant said that nothing could be done on board the *Cranley* to avoid the collision, and that so far as they were concerned, it was due to an inevitable accident, and they counter-claimed against the plaintiffs for the damage the *Cranley* had sustained, alleging, *inter alia*, that the *Vandalia*, notwithstanding the warning signal, neglected to proceed to an anchorage before the typhoon commenced, was properly under way, or, alternatively, when she anchored, gave the *Cranley* a foul berth, and failed to carry proper lights.Mr. Justice Bagnave Deane, in giving judgment, said that both the vessels had been lying at wharves at Hongkong. At 11 a.m. on July 27 signals were hoisted that a typhoon was expected. The *Cranley* engaged a tug to take her out into the bay, and she was taken to the same anchorage where she met a typhoon before. She was brought to an anchorage about 6 p.m., and the Court accepted the bearings as to her position as accurate. The *Vandalia* steamed out to her anchorage about 11 p.m., and she gave cross bearings as to her position, which he believed also. Taking those two points, he found that the *Cranley* was N.E. from the *Vandalia* at 4 p.m., and distant something over four cables. The suggestion had been made that the *Vandalia*'s story was untrue, and that it was too dark for her to take bearings when she came to anchor. He was sorry that the imputation had been made, for it was true. He was satisfied with the *Vandalia*'s evidence that she did take bearings. The *Cranley* had let go her starboard anchor with 75 fathoms of chain. She only let go one anchor at first, and it was suggested that she ought to have let go both; but the Elder Brethren were of opinion that it was wiser to wait as she did before letting go her second anchor. The *Vandalia* let go both anchors when she brought out at 11 p.m., and apparently she rode through the typhoon without dragging. During the night the gale increased and was then very thick. Both vessels swore they put up their anchor lights, at first oil, which later were changed for electric lights, and he was satisfied on this point. He attached no blame to the *Cranley* for not seeing the *Vandalia*'s lights before she did. The *Vandalia* said she saw the *Cranley* about her a few minutes before the collision, which took place shortly after midnight, when the *Vandalia*'s stem came in contact with the starboard bow and side of the *Cranley*, and the two vessels hung together for an hour, and separated about 1:30 a.m. The *Cranley* said that the *Vandalia* steamed up and struck her, and the *Vandalia* said that the *Cranley* dragged. Certainly one of the vessels must have moved. The conclusion he had come to was that the *Cranley* had dragged, and the *Vandalia* had not. His reason for that conclusion was that the Court accepted the evidence that the *Vandalia*'s bearings in the morning were the same as they were on the previous night. The *Cranley* admitted that her bearing were not the same in the morning, she haddragged in a S.E. direction, and therefore would drag down on the *Vandalia*. The *Cranley* was at cables to the S. and W. of her original point of anchorage, and she could not have got into that position unless she had dragged. Her evidence was that her anchors did not drag until the *Vandalia* came foul of her; but those of board must have been mistaken, and they might not notice that the anchors were dragging through the mud. He had no fault to find with her up to that point, and but for one fact he would have held that the dragging and the consequent collision was an inevitable accident; but the Elder Brethren advised him that on a point of seamanlike under Article 29 the *Cranley* was in fault. At 11 a.m. the master of the *Cranley* knew that a typhoon was expected, and he did nothing except to get a tug. He had no steam in his boilers, and he said it was possible to get steam up in time; it would take 24 hours. If that were so, he had not got time; but the evidence was that at midnight, when the typhoon was at its worst, he gave instructions to the engineers to get up steam, and they got it up by 11 a.m., when the *Cranley* went back under her own steam; so, in fact, steam was got up in ten hours. The Elder Brethren said that had they been there they would have got up steam at once. The facts showed that it could have been done by 9 p.m., and with the help of her engines the *Cranley* could have been riden to her anchor as the *Vandalia* did. The *Cranley* did not exercise that seamanship precaution which Article 29 required, and he held her alone to blame.

OPIUM POLICY RESENTED.

REMARKABLE AND TYRANNICAL DEVELOPMENT.

POPPY GROWERS REVOLT IN YUNNAN.

Of late, whenever the good faith of the Chinese Government's anti-opium policy is questioned, Yunnan is always instanced as the province to show that the Peking authorities really mean business. The other day, we noted the fact that Si-Liang, the then Viceroy of the province, had officially notified his having carried out to the letter all the anti-opium acts. How the Viceroy has managed it, and how he has cruelly oppressed the people in so doing are told by the Yunnan correspondent of the *Avant du Tonkin*.

The Central Government had given ten years to the provinces, in which to stop the cultivation, the sale, and the use of opium. It is officially stated in the Press here that the announcement of the marriage of King Manuel to Princess Beatrice of Saxe-Coburg and Gotha, daughter of the late Duke of Edinburgh, will be made on 8 Feb., at a banquet which the British Minister is giving at the Embassy in King Manuel's honour.

It is stated that the wedding, which has

Queen Amelie's official approval, will take place towards the end of July.

All the newspapers, even those of Republican

views, publish leading articles extolling the

virtues of Princess Beatrice, and decaring that

Portugal will be greatly honoured by having

such a Queen on the throne.

There is a consensus of opinion that this

alliance between will have a beneficial effect

on the whole country.

THE BRIDE, ELECT.

Princess Beatrice is the youngest daughter

of the late Duke of Saxe-Coburg (Duke of

Edinburgh). Her mother, the Duchess Maria,

is a aunt of the Tsar. She was born at East-

well Park on 20 April, 1884. She and her

three sisters have the reputation of being the

most beautiful Princesses in Europe. Kaul-

bach painted her in the famous group of the

"Four Princesses."

A little over 12 months ago her betrothal to

Prince Alfonso of Bourbon Orleans, Infante of

Spain, was announced, but last March the

engagement was broken off, it being reported

at the time "that she had lost her heart to a

officer of somewhat plebian birth, who, how-

ever, met with great success in the fashionable

world on account of his very fine tenor voice."

Princess Beatrice's three sisters are all mar-

ried. The eldest, Princess Marie Alexandra,

is the wife of Prince Ferdinand of Roumania;

the second, Princess Melita, married first her

cousin, the Grand Duke of Hesse, and after

the dissolution of that marriage the Grand

Duke Cyril of Russia; while the third Princess

Alexandra married the Hereditary Prince of

Hohenlohe-Langenburg, Regent of Saxe-Co-

burg.

KING MANUEL.

King Manuel was born 15 Nov., 1889, so is

considerably younger than his bride-elect. On

1 Feb., 1908, he came to the throne of Portugal

under intensely distressing circumstances, his

father King Carlos, and his elder brother, the

Crown Prince, being shot by revolutionaries in

the streets of Lisbon. Queen Amelie was the

only one in the carriage who was not struck by

the bullets which rained on the royal party.

The Infante Manuel was struck in the face,

in the side, and in the arm, but fortunately his

injuries were not serious, and on the next day he took the accession oath in the Royal Palace.

Gossip has been busy finding him a wife since

he came to the throne.

He was satisfied with the *Vandalia*'s

evidence that she did take bearings.

The *Cranley* had let go her starboard anchor with

75 fathoms of chain. She only let go one an-

chor at first, and it was suggested that she

ought to have let go both; but the Elder

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chor. The *Vandalia* let go both anchors when

she brought out at 11 p.m., and apparently she

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During the night the gale increased and was

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satisfied on this point.

He attached no blame to the *Cranley* for notseeing the *Vandalia*'s lights before she did.The *Vandalia* said she saw the *Cranley* about her a few minutes

before the collision, which took place shortly

after midnight, when the *Vandalia*'s stem came

in contact with the starboard bow and side of

the *Cranley*, and the two vessels hung together

for an hour, and separated about 1:30 a.m.

Shipping—Steamers.

**CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.**
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.
(Subject to alteration).

Connecting with Royal Mail-Atlantic Steamers.

From Hongkong, "EMPRESS OF JAPAN"	From St. John or Quebec. "EMPRESS OF IRELAND"
SATURDAY, APRIL 10th.	FRIDAY, APRIL 9th.
"EMPEROR OF CHINA"	"EMPEROR OF IRELAND"
SATURDAY, MAY 1st.	FRIDAY, MAY 7th.
"MONTEAGLE"	A LAN LINER.....
TUESDAY, MAY 11th.	FRIDAY, MAY 28th.
"EMPEROR OF INDIA"	
SATURDAY, MAY 32nd.	
"EMPEROR OF JAPAN"	
SATURDAY, JUNE 12th.	"EMPEROR OF BRITAIN"
"Empress"	FRIDAY, JUNE 18th.
"Montague"	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

Passengers are booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line).....

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HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....

Via New York.....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRAINGER, General Manager,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 19th Mar., 4 P.M.
SHANGHAI	KWOGSANG	SATURDAY, 20th Mar., Noon.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	TUESDAY, 23rd Mar., Noon.
TIENTSIN V. WEIHAIWEI & C'FOO, CHIPSHING	TUESDAY, 23rd Mar., 4 P.M.	
MANILA	YUENSANG	FRIDAY, 26th Mar., 4 P.M.

RETURN TOURS TO JAPAN.

DEPARTING 24 DAYS.

The steamers *Ketta*, *Yamada* and *Kokkai* leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 61.

Hongkong, 18th March, 1909.

(6)

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"HUICHOW"	19th Mar., 3 P.M.
SHANGHAI	"IOUANG"	4 P.M.
CHEFOO & TIENTSIN	"KUEICHOW"	20th Mar., 4 P.M.
SHANGHAI	"ANHUI"	21st Mar., Daylight
HAIPHONG	"CHIHLI"	21st Mar., 9 A.M.
CEBU & ILOOLO	"KAI FONG"	21st Mar., 4 P.M.
MANILA	"TEAN"	23rd Mar., 3 P.M.
SHANGHAI	"CHINHUA"	23rd Mar., 4 P.M.
MANILA	"TAMING"	30th Mar., 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	8th April, 4 P.M.
DIRECT SAILINGS TO WEST RIVER		Twice Weekly.
S.S. "LINTAN" and S.S. "SANAU".		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. REDUCED FARES.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

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FARE INCLUDING WINES: \$40 SINGLE AND \$70 RETURN.

Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 56.

Hongkong, 18th March, 1909.

(8)

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 20th Mar., at Noon.
ZAFIRO	2540	R. Rodger		SATURDAY, 27th Mar., at Noon.

For Freight or Passage, apply to

SHewan Tomes & CO.

OFFICIAL MANAGERS.

Telephone No. 16.

Hongkong, 18th March, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., via JAPAN PORTS.

MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU..... 6,000 tons gross..... Sail April 14th/09.

S.S. HONGKONG MARU..... 6,000 " June/09.

S.S. MANSHU MARU..... 5,000 " August/09.

S.S. AMERICA MARU..... 6,000 " October/09.

For particulars, apply to

K. MATSDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 12th March, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 11th March, 1909, for 5 Men.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B

18

Corned—Ham Ngau Yuk

18

Roast—Shiu

18

Breast—Ngau Lam

18

Soup, Tong Yuk

15

Steak—Ngau Yuk Pa

18

Sirloin—Ngau Lau

18

Steaks—Ngau Yuk Chaung

26

Bullock's Brains—Know

per set

Tongue fresh—Ngau Li

50

" corned—Ham Ngau Li

58

Head—Ngau Tau

80

Heart—Ngau Sum

per lb

Hump, Salt—Ngau Kin

18

Feat—Ngau Kook

each

Kidneys—Ngau Yu

17

Tail—Ngau Mei

12

Liver—Ngau Oon

12

Tripe (undressed)—Ngau To

1

Calves' Head and Feet—Ngau chau

tau-koek

51.00

Mutton Chop—Young Pai Kwat

2

Leg—Young Pai

22

Shoulder—Young Shau

20

Pigs' Chittlings—Chi cheng

22

Brains—Chi chau

Shipping—Steamers

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

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Proposed Sailings from Hongkong, St. John and Quebec. (Subject to alteration).

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"EMPEROR OF JAPAN"	"EMPEROR OF IRELAND"
SATURDAY, APRIL 10TH.	FRIDAY, APRIL 9TH.
"EMPEROR OF CHINA"	"EMPEROR OF IRELAND"
SATURDAY, MAY 1ST.	FRIDAY, MAY 7TH.
"MONTEAGLE"	A LINER.
TUESDAY, MAY 11TH.	FRIDAY, MAY 28TH.
"EMPEROR OF INDIA"	
SATURDAY, MAY 22ND.	
"EMPEROR OF JAPAN"	"EMPEROR OF BRITAIN"
SATURDAY, JUNE 12TH.	FRIDAY, JUNE 18TH.
"Empress"	Steamships leave Hongkong at 7 a.m.
"Monteagle"	12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 23 knots, and are regarded as second to none on the Atlantic.

Passenger booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).
7/10.

Passenger (or Europe) have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

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HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rites of Passage and Freight, apply to—

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Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 19th Mar., 4 P.M.
SHANGHAI	KWOGSANG	SATURDAY, 20th Mar., Noon.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	TUESDAY, 23rd Mar., Noon.
TIENTSIN v. WEIHAIWEI & O'FOODCHI SHING	YUENSANG	FRIDAY, 26th Mar., 4 P.M.
MANILA		

RETURN TO HONGKONG.

OCTOBER 24 DAYS.

The steamer "Kusto" (arriving and departing) leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moi to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Stearns have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

General Managers.

16

Telephones No. 61, Hongkong, 18th March, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENTSIN	CHIANGHOU	19th Mar., 3 P.M.
SHANGHAI	IOHANG	19th " 4 P.M.
CHEFOO & TIENTSIN	KUEICHOW	20th " Daylight.
SHANGHAI	ANHUI	21st " Daylight.
HAIPHONG	CHIHLI	21st " Daylight.
CEBU & ILOLO	KAIKONG	21st " 4 P.M.
MANILA	TEAN	23rd " 3 P.M.
SHANGHAI	OHINHUA	25th " 4 P.M.
MANILA	TAMING	30th " 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	CHANGSHA	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, twice Weekly.

S.S. "LINTAN" and S.S. "SANU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ching, Chihli and Lian) leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FARE INCLUDING WINES: \$40 SINGLE AND \$70 RETURN.

Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 36, Hongkong, 18th March, 1909.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	8540	R. W. Almond	MANILA	SATURDAY, 20th Mar., at Noon.
ZAFIRO	8540	R. Rodger	"	SATURDAY, 27th Mar., at Noon.

For Freight or Passage, apply to—

SHEWAN TOMES & CO.

GENERAL AGENTS.

Telephone No. 15, Hongkong, 18th March, 1909.

Shipping—Steamers

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., via JAPAN PORTS, MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU..... 6,000 tons gross..... SAIL April 14th/09.
S.S. HONGKONG MARU..... 6,000 " " June/09.
S.S. MANSHU MARU..... 5,000 " " August/09.
S.S. AMERICA MARU..... 6,000 " " October/09.

For particulars, apply to

K. MATSDA,

Manager.

TOYO' KISEN KAISHA, York Building, Hongkong, 18th March, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected to 1st March, 100 cts. per S. Mow.

BUTCHER MEAT.

Beef Sirloin & prime cut—Mei Lung Pa B..... 18
" Corned—Ham Ngau Yuk 18
" Roast—Shiu 18
" Breast—Ngau Lam 18
" Soup, Tong Yuk 18
" Steak—Ngau Yuk Pa 18
" Sitoi—Ngau Lau 18
" Sausages—Ngau Yuk Chaung 18
Bullock's Brains—Know 18
" Tongue fresh—Ngau Li 18
" corned—Ham Ngau Li 18

Small—Hol Tong 18
Custard—Fan Lai Chi 18
Bananas, fragrant, Canton—Sang Sheng 18
Heung Chiu 18
" (brides), Macao—San Hwang Chin 18
Chesnut, Chinese—Fung Lai 18
Carambola—Yung Tou 18
Coconut—Yeh Tsai 18
Grapes—Sin Tai Tsai 18
Lemon, China—Ning Moong 18
" Amer—Kum San Ning Moong 18
Lichees, Small Stone—Lai Chi Con 18
" Fresh—Lai Chi 18
Limes, (Saigon)—Sai Kung Ning Moong 18
Mango, Manila—Lai Sung Moong 18
Mango, Salgo—San Kung Moong 18
Mangosteens, San Chuk Tsi, per 100 18
Orange, Tim Chang 18
" Small—Tai Kui 18
" Mandarins—Tim Kut 18
Oranges—Pak Lam 18
Passion Fruit 18
Pears, (American)—Kan San Shui Li 18
" (Canton), Cooking—Si Li 18
" (Shanghai)—Sheng Ho Li 18
Peanuts—Fa Sang 18
Pineapples, Large—Hung Chiu 18
Pine-apples, 1st quality—Sheng Poon 18
" 2nd cooking—Chung Tang 18
Paw-laws 18
Platina—Tsai Chiu 18
Plums, Swatow—Hung Li 18
Pomelo, Slim—Chum Lo Yau 18
Walnuts, Hop Ton 18
" Green—San Hop Ton 18
Shanghai Lo Kui 18

VEGETABLES, &c.

Artichoke, Shanghai—Sheung Ho Ab 18
Chili Chauk 18
Beans, (French)—Macao—Ob Moon Pin 18
" Tai 18
Beans, (French), Shanghai—Sheung Ho 18
Beans, Sprout—Ak Choi 18
Beans, Long—Tau Kok 18
Beet Root—Hung Choi Tau 18
Brinjals, Green—Ching Yueh Kei 18
" Red—Hung Kei 18
Brasica—Pak Choi 18
Bamboo Shoots—Chook Shun 18
Cabbage, Chinese, com—Kai Choy 18
" Red—Kai Lan Tau 18
Cabbage, Red—Kai Lan Tau 18
Cane Shoots, bunch—Kan Shun 18
Cauliflower, Large, size—Tai Yeh Choi 18
" Fa 18
Cauliflower, Medium size—Chung Yeh Choi 18
" Small size—Sa Yeh Choi 18
Carrots—Kan Shun 18
Celery, Chinese—Tong Kan Choy 18
" English—Young Kan Choi 18
Celeri, White—Pak Yehu Kab Chui 18
" Dried—Con Lai Chin 18
" Red—Hung Fa 18
" Green—Cheng Lat Chin 18
Candy, English—Ka Lee Choi Lin 18
Cucumber—Cheng Kwa 18
Bitter Squash—Fu Kwa 18
Garlic—Suan Tan 18
Ginger, young—Sun Tsai Keng 18
" old—Lo Keng 18
Horse Radish, Shanghai—Lik Kan 18
Indian Corn—Suk Mai 18
Lettuce—Yung Sang Choi 18
Water Chestnut—Ma Tai 18
" Mandarin—Kwai Lin Ma Tai 18
Muskmelon 18
Mushrooms, Fresh—Sang Cho Kho 18
Onions, Bombay—Young Chung Tau 18
" Green—Sang Chung 18
" Shai—Sheung Hoi Chung Tau 18
" Japan—Yat Poco 18
Okra—Ho Kei 18
Cattle Fish—Muk Yu 18
Dab—Sa Mang Yu 18
Dace—Wong Mei Lin 18
Dog Fish—Til Ta Sa 18
Eels, Conger—Hai Man Yu 18
" Fresh water—Tam Sui Yu 18
" Yellow—Wong Sui 18
Frogs—Tien Kai 18
Garoupa—Sak Pan 18
Gudgeon—Pak Kui Yu 18
Herring—Tau Pak 18
Halibut—Cheung Kwan Yu 18
Lobster—Wong Ya Yu 18
Loach—Wu Ya 18
Lobsters—Ling Ha 18
Mackerel—Ohi Yu 18
Monk Fish—Mai Yu 18
Mullet—Chai Yu 18
Oysters—Sang Hoo 18
Parrotfish—Kai Kang Yu 18
Pike—Paw Poong 18
Plaice—Pan Yu 18
Pomfret, Black—Hai Choo 18
Pomfret, White—Pak Choo 18
Pomfret, White—Pak Choo 18
Prawns—Ming Ha 18
Ray—Pai Pa 18
Rock Fish—Sak Kan 18
Rock Fish—Sak Kan 18
Salmon, (Olive), fresh water—Ma Yu 18
Salmon, (Olive), fresh water—Ma Yu 18

FRUITS.

Almond—Hung Yam 18
Apples, (California)—Kam San Ping 18
Kumquat—Kum San Ping 18
" (Chefoo)—Tin Chun Ping 18
" Ko 18

Small—Hol Tong 18
Custard—Fan Lai Chi 18
Bananas, fragrant, Canton—Sang Sheng 18
Heung Chiu 18
" (brides), Macao—San Hwang Chin 18
Chesnut, Chinese—Fung Lai 18
Carambola—Yung Tou 18
Coconut—Yeh Tsai 18
Grapes—Sin Tai Tsai 18
Lemon, China—Ning Moong 18
" Amer—Kum San Ning Moong 18
Lichees, Small Stone—Lai Chi Con 18
" Fresh—Lai Chi 18

Small—Hol Tong 18
Custard—Fan Lai Chi 18
Bananas, fragrant, Canton—Sang Sheng 18
Heung Chiu 18
" (brides), Macao—San Hwang Chin 18
Chesnut, Chinese—Fung Lai 18
Carambola—Yung Tou 18
Coconut—Yeh Tsai 18
Grapes—Sin Tai Tsai 18
Lemon, China—Ning Moong 18
" Amer—

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 181
Do. demand 181/16
Do. 4 months' sight 181/16
France—Bank T.T. 218
America—Bank T.T. 231
Germany—Bank T.T. 277
India T.T. 1301
Do. demand 1301
Shanghai—Bank T.T. 741
Singapore—Bank T.T. per M.R. 1000 748
Japan—Bank T.T. 741
Java—Bank T.T. 1048
England 1048
4 months' sight L/C. 10/16
6 months' sight L/C. 10/16
3 days' sight San Francisco & New York 43
4 months' sight do. 448
50 days' sight Sydney & Melbourne 10/5/16
4 months' sight France 2221
6 months' sight 2248
4 months' sight Germany 1818
Bar Silver 233
Bank of England rate 3%
Sovereign 10/42

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 18th at 12:05 p.m.—The barometer has risen slightly over S. China, while it is inclined to fall in N. China.

The area of high pressure is lying to the North of the Lower Yangtze.

Gradients continue rather steep in the South and strong N.E. winds will continue to prevail in the Formosa Channel and the N. part of the China Sea.

The Japanese returns are not yet to hand.

Hongkong for the 24 hours ending at 12 a.m. to-day, 0.00 inches.

FORECAST.

1—Hongkong and Neighbourhood, N.E. winds, strong; fair.

2—Formosa Channel, same as No. 1.

3—South coast of China between Hongkong and Lamock; same as No. 1.

4—South coast of China between Hongkong and Hainan, same as No. 1.

Carl Diederichsen, Ger. s.s., 774, J. Kayser, 17th Mar.—Haiphong and Hoichow 16th Mar., Gen.—J. & Co.

Austria, Aust. s.s., 3,195, B. Cobal, 17th Mar.—Trieste 17th Jan. and Singapore 11th Mar., Gen.—S. W. & Co.

Daiji Maru, Jap. s.s. 800, V. Kubasaki 18th Mar.—Swatow 17th Mar., Gen.—O. S. K.

Kwongshang, Br. s.s., 1,428, W. P. Baker, 18th Mar.—Shanghai 13th Mar., and Swatow 17th, Gen.—J. M. & Co.

Yotofu Maru, Jap. s.s. 3,040, K. Sato, 18th Mar.—Manila—Bombay and Singapore 11th Mar., Gen.—N. Y. K.

Delhi, Br. s.s. 8,093, G. W. Gordon, 18th Mar.—Bombay and Singapore 18th Mar., Mails and Gen.—P. O. S. N. Co.

Luchow, Br. s.s., 14,15, W. B. Baddley, 18th Mar.—Wuhu and Chiakiang 14th Mar., Gen.—B. & S.

Kalfong, Br. s.s. 987, Lindbergh, 18th Mar.—Iloilo 13th Mar., Sugar.—B. & S.

Clearances at the Harbour Office.

Wotang, for Canton.

Kwongshang, for Canton.

Phranang, for Hoichow.

Victoria, for Billiton.

Yoboku Maru, for Nagasaki.

Futura Maru, for Nagasaki.

Protector, for Singapore.

Huichow, for Tientsin.

Lian, for Shanghai.

Kusulin, for Amoy.

Hongwan I, for Amoy.

Departures

Mar. 18

Suruga, for Manila.

Taihsia, for Hoichow.

Hengzang, for Shanghai.

Hillary, for Saigon.

Fukui Maru, for Moji.

Gumeter, for Seattle.

Victoria, for Samarang.

Telemachus, for Saigon.

Marlo, for Canton.

Szechuan, for Canton.

Wotang, for Canton.

Hawke, Br. cruiser, for Singapore.

Zinan, for Shanghai.

Wanyang, for Chefoo.

Kusulin, for Shanghai.

Hongwan I, for Amoy.

Yoboku Maru, for Bombay.

Passengers arrived

Per Carl Diederichsen, from Haiphong, &c.

—80 Chinese.

Per Kwongshang, from Shanghai, &c.—Mr. O. Lauzier, and 136 Chinese.

Per Austria, from Trieste, &c.—Count and

Countess Ostrofsky, Miss Ostrofsky, and maid.

Messrs. W. Grimes, Fivrel, Mr. and Miss Stock, Messrs. Sorabji and Sutture, and 35 Chinese.

Per Delhi, for Hongkong from London—

Mrs. and Miss Grimes, Mr. and Mrs. Robinson.

Mr. Foster, Miss J. Simpson (2), Mrs. and

Mrs. Wild, Mrs. Slocombe, and Mr. Rhodes.

From Gibraltar—Mr. E. Thresher, From Mar-

selle—Messrs. Kennedy, Hartwick and Ly-

cholm, Mr. and Mrs. Lloyd, Miss E. Horne,

Mr. Walter, and Mr. and Mrs. Smith, From Port Said—Mrs. P. Zell, Hop and Mrs. Cou-

lars, Mr. and Mrs. Tarquin, and Dr. and Mrs.

Koch, From Bombay—Major Brown, Col.

and Mrs. Baddeley, Dr. Nichols, Mr. P. Morris

Dr. Musgrave, Messrs. Longman, Allen and

Holdsworth, From Colombo—Mrs. Rolland and

Maid, Mr. Moor, Capt. Fairfax, Dr. Rosdol-

and valt, Mr. and Mrs. Salby, Messrs. E. H.

Leonard, C. K. Leonard, Mr. and Mrs. Full-

ton, Messrs. Lord and Mr. Rapur, Rev. and

Mrs. Dickson and 2 children, Rev. and Mrs.

Frit, Mr. J. N. Poole, Capt. and Mrs. Justice,

Mr. and Mrs. Augabeg, Mr. Fraser, and

Mr. and Mrs. Graham, From Singa-

poore—Mrs. Mumson, Mrs. Butler, Mr.

Atkinson, Miss Shaw, Mr. Richardson,

Mrs. Miller, Mr. and Mrs. Twomey, Messrs.

Clark, Thomson, Mathews, Mr. and Mrs.

Sheets, Mr. and Mrs. Malins, Messrs. Steven-

son, Mrs. John, Mr. and Mrs. J. McDonald,

Mr. and Mrs. Day.

Shipping Reports.

Str. Kwongshang, from Shanghai and Swatow:—Fresh monsoon.

Str. Deltah, from Singapore:—Monsoon on Cochlin coast N.E. 56 and from North Reef to arrival N.E. 6.

VESSELS IN PORT.

STEAMERS.

Alberta, Ger. s.s. 2,760, Lorenzo, 15th Mar.

—Kobe 19th Mar., Gen.—C. & Co.

Aldenham, Br. s.s. 3,807, St. John George, 3rd Mar.,—Yokohama 23rd Feb., and Kobe 28th, Gen.—G. L. & Co.

Alesia, Ger. s.s. 3,376, J. Ernst, 1st Mar.,—Portland, Or. 28th Jan., and Moji 25th Feb.,—Flour, & P. A. S. S. Co.

Anhui, Br. s.s. 1,350, J. Methuen, 17th Mar.,—Shanghai 14th Mar., Gen.—B. & S.

Bourbon, Fr. s.s. 997, The Ball, 16th Mar.,—Salon 21st Mar., Rice—Man Fat.

Brook, Br. s.s. 2,889, L. James, 28th Feb.,—Bangkok 21st Feb., Iloilo—D. & Co., Ltd.

Cambria, Ger. s.s. 1,376, W. G. Passimore, 17th Mar.,—Foochow 14th Mar., Amoy 15th, and Swatow 16th, Gen.—D. L. & Co.

Calypso, Br. s.s. 1,066, R. Rönsberg, 15th Mar.,—Amoy 14th Mar., Balast—Agaard, Thoresen & Co.

Keong Wai, Ger. s.s. 1,115, J. Köbler, 15th Mar.,—Bangkok 5th Mar., Rice and Meat—B. & S.

Kweiyang, Br. s.s. 1,428, W. G. Passimore, 17th Mar.,—Foochow 14th Mar., Amoy 15th, and Swatow 16th, Gen.—D. L. & Co.

Lothair, Br. s.s. 1,322, W. J. Bockhart, 16th Mar.,—Singapore 10th Mar., Gen.—D. & Co., Ltd.

Maitland, Ger. s.s. 831, A. P. Uiderow, 17th Mar.,—Haiphong and Hoichow 16th Mar., Coal—J. & Co.

Mongolia, Am. s.s. 8,750, E. Morton, 15th Mar.,—San Francisco 10th Feb., via Japan and Shanghai 13th Mar., Mails and Gen.—P. M. S. S. Co.

Nikko Maru, Jap. s.s. 3,429, M. Yag, 17th Mar.,—Vocohoma 10th Mar., Nagasaki 13th, Gen.—N. Y. K.

Pakist, Brit. s.s. 1,085, S. Ward, 3rd Mar.,—Swatow and Mar., Balast—A. P. & Co.

Pheumphen, Br. s.s. 1,066, J. H. Scott, 10th Mar.,—Saigon 6th Mar., Rice—Wo. Fat Sing.

Phinian, Ger. s.s. 1,063, Fr. von Mangelsdorff, 15th Mar.,—Bangkok 4th Mar., and Swatow 14th, Gen.—B. & S.

Quinta, Ger. s.s. 987, F. Franks, 16th Mar.,—Saigon 12th Mar., Rice and Flour—S. & Co.

Victoria Peak, 10am 39 57 87 ENE 3

Gap Rock, 10am 39 57 87 ENE 3

March 18th, 1900, a.m.

Vladivostock 9am 30 10 86 ENE 1

Nemuro 6am 30 10 86 ENE 1

Hakodate 6am 30 10 86 ENE 1

Tokio 6am 30 10 86 ENE 1

Kochi 6am 30 10 86 ENE 1

Nagasaki 6am 30 10 86 ENE 1

Osshima 6am 30 10 86 ENE 1

Naha 6am 30 10 86 ENE 1

Ishigakiima 6am 30 10 86 ENE 1

Bonito 6am 30 10 86 ENE 1

Chibao 6am 30 10 86 ENE 1

Weihaiwei 6am 30 10 86 ENE 1

Hankow 6am 30 10 86 ENE 1

Kinkang 6am 30 10 86 ENE 1

Shanghai 6am 30 10 86 ENE 1

Gutlaif 6am 30 10 86 ENE 1

Sharp Peak 6am 30 10 86 ENE 1

Amoy 6am 30 10 86 ENE 1

Sagio 6am 30 10 86 ENE 1

Taihoku 6am 30 10 86 ENE 1

Taichu 6am 30 10 86 ENE 1

Taiwan 6am 30 10 86 ENE 1

Paqua 6am 30 10 86 ENE 1

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCK	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT CLOSING COTTONTON, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS:								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$4,500,000 \$35,000	\$2,000,231	Final of 2/4 and bonus of 5/- for 1908 @ ex 1/8/1909 \$26,024	51%	£1935 buyers London 1/6
National Bank of China, Limited	99,935	\$7	\$6	\$4,000 \$1,500,000	\$1,02,233	\$3 (London 3/8) for 1903	...	51
MARINE INSURANCES:								
Canton Insurance Office, Limited	10,000	\$250	\$20	\$1,500,000 \$32,575 \$10,000	ndis	\$14 for 1907	71%	\$1624
North China Insurance Company, Limited								
	10,000	125	125	Tls. 150,000 Tls. 10,747 Tls. 18,777	Tls. 160,512	Final of 7/6 making 15/- for 1907	51%	Tls. 971 buyers
Union Insurance Society of Canton, Limited								
	12,400	\$250	\$100	\$1,000,000 \$9,000 \$10,478 \$1,200,000 \$1,200,000 \$7,700,045	\$2,506,012	Final of 5/6 making \$15 for 1906 and Interim of \$30 for 1907	51%	\$830 buyers
Yangtze Insurance Association, Limited								
	12,000	\$100	\$60	\$1,000,000 \$85,577 \$1,000,000 \$1,000,000 \$1,000,000	\$591,768	\$12 and bonus \$3 for 1906	71%	\$20 buyers
FIRE INSURANCES:								
Union Fire Insurance Company, Limited	0,000	\$100	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$0 and bonus \$2 for 1907	71%	\$108 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$368,711	\$37 for 1907	81%	\$110 buyers
SHIPPING:								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$26,000 \$20,000	\$1,02,085	\$2 for 1906	...	\$10 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$7,000 \$20,000 \$20,000	Nil	\$28 for year ending 30.4.1908	71%	\$14 buyers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$7,000 \$20,000 \$20,000	\$10,270	Final of \$1 making \$2 for 1908	88%	\$294 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$12,344 \$1,000,000	\$13,755	6/- for 1907 on Preference shares only @ ex 19/12/1908 \$3,154	51%	\$40 buyers \$20 buyers
do. (Deferred)	60,000	15	15	\$12,344 \$1,000,000				
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 75,000 \$1,000,000	Tls. 14,510	Final of Tls. 1/4 making Tls. 31 for 1908	71%	Tls. 45 buyers
do. (Preference)	100,000	Tls. 50	Tls. 50	\$1,000,000	62,817	Second Interim of 1/- for a/c 1908	71%	Tls. 50 buyers \$41 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	15	15	\$1,000,000	\$1,007	\$1.07 for year ending 10.4.1908	41%	\$231 \$15
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	598	\$1.07 for year ending 10.4.1908	31%	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 48,179 \$1,000,000	Tls. 2,915	Final of Tls. 1/4 making Tls. 31 for 1908	71%	Tls. 45 sales
REFINERIES:								
China Sugar Refining Company, Limited	20,000	100	100	\$1,000,000	Dr. 5279,172	\$8 for year ending 31.12.06	...	\$147 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	Dr. 5351,132	Tls. 31 for year ending 31.8.07	17	Tls. 125
Parak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173			
MINING:								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000	\$11,550	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	71%	Tls. 181 buyers
Riob Australian Gold Mining Company, Limited	150,000	1	1	\$1,000,000	Dr. 62,192	No. 12 of 1/-=50 cents	...	\$82 sellers
DOCKS, WHARVES & GODOWNS:								
Fenwick (Gao) & Co., Limited	18,000	\$25	\$25	\$1,000,000	Dr. 57,491	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	50	50	\$1,000,000	510,102	Final of \$1 making \$3 for 1907	153	sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000	538,078	Final of \$4 making \$8 for 1908	91	86
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000	Tls. 13,742	Interim of \$4 making \$8 for 6 months ending 31st October, 1908	51	Tls. 88 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,157 Tls. 75,000 Tls. 100,000	Tls. 28,626	Interim of Tls. 4 for account 1908	51	Tls. 175 sales
LANDS, HOTELS & BUILDINGS:								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 \$1,000,000	Dr. 6,552	Tls. 6 for 1907	51	Tls. 104 sellers 4 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,000,000	59,178	\$24 for year ending 30.6.07	17	buyers
General Stores, Limited	50,193	\$15	\$15	\$1,000,000	595	\$1.80 for 1906	...	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	513,913	Final of \$3 making \$6 for 1908	71%	187
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000	520,000	Final of \$3 making \$7 for 1908	71%	559 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000	521,178	\$1.6 cents for 19.8	71%	186.5 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	5278	\$1 for 1908	30	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 11,13,041 Tls. 31,100,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	71%	Tls. 115 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	5198	Final of \$2 making \$4 for 1908	91%	\$44 sellers
COTTON MILLS:								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 \$1,000,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	41%	Tls. 115 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000	50,553	50 cents for year ending 31.7.08	51%	\$91 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8%)	...	Tls. 90
Lan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000	Tls. 4,729	Tls. 4 for 19.8	...	Tls. 96
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 50	Tls. 50	Tls. 31,172	Tls. 50 for 19.9.03	Tls. 320 buyers	...	
MISCELLANEOUS:								
Bell's Asbestos Eastern Agency, Limited	8,004	125	125	\$1,500	6,648	1.104 p/c share for 1907=\$1.037	101	\$104 sellers
China-Borneo Company, Limited	60,000	125	125	\$1,500	Nil	31.20 or 1907	91	\$24
China Light and Power Company, Limited	50,000	\$20	\$20	\$1,500	6,138	50 cents for year ended 28.2.06	51	5 sales
do. Do. special shares	50,000	\$15	\$15	\$1,500	53,407	50 cents for 19.8	51	\$144 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,500	54,8	\$1.60 for year ending 31.7.08	51	\$104 buyers
Dairy Farm Company, Limited	40,000	17	17	\$1,500	55,078	Interim of 40 cents for account 1908	51	\$104 buyers
Green Island Cement Company, Limited	400,000	\$20	\$20	\$1,500	55,251	\$1.75 cents for 9 months ending 31.12.07	51	\$12 sales
H. Price & Company, Limited	12,000	\$20	\$20	\$1,500	55,957	\$2 for year ending 28.2.08	51	\$104 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$1,500	56,032	\$1 and bonus 20 cts for year ending 29.2.08	61	\$104 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,500	56,957	Final of \$15 per share making \$19 for 1908	51	\$104 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,500	57,016	50 cents for 19.8	51	\$74
Hongkong Rope Manufacturing Company, Ltd.	6,000	\$25	\$25	\$1,500	57,016	50 cents for 19.8	51	\$74